

## AMENDMENTS TO SPECIFICATION

Please replace paragraph [0017] on page 4 of the specification with the following amended paragraph:

The automatic transmission 10 includes a first planetary gear set 24 that receives torque from the input 12. The first planetary gear set 24 operates in cooperation with a first one-way clutch 26, a ~~first~~ first, multi-plate, hydraulic clutch 28, and first friction band 30 to change the drive ratio and transfer torque to a second planetary gear set 32. The second planetary gear set 32 operates in cooperation with a second, multi-plate, hydraulic clutch 34, a third, multi-plate, hydraulic clutch 36, and a second friction band 38 to change the drive ratio and transfer torque to a third planetary gear set 40 or to the transmission output 14. The third planetary gear set 40 operates in cooperation with a third friction band 42 and a second one-way clutch 44 to change the drive ratio and transfer torque to the transmission output 14. The transmission output 14 transfers the torque to the transfer case input 18. The multi-plate clutches 28, 34, 36 and the friction bands 30, 38, 42 are connected by fluid passages to and controlled by valves 45 in a valve body 47. The hydraulic fluid passages are indicated by phantom lines in Fig. 1.

Please replace paragraph [0018] on page 5 of the specification with the following amended paragraph:

The transfer case input 18 transfers the torque to a ~~planet~~ ring gear carrier 46 of a transfer case planetary gear set 48. The transfer case planetary gear set 48 includes a ~~sun gear carrier~~ 50 that connects to the primary axle output 20, and to the secondary axle output 22 via a four wheel drive, multi-plate, hydraulic clutch 52. This clutch 52 is used to control the torque transfer to the second output 22 (via a chain and sprocket assembly 60), thus switching between two wheel drive (when the clutch 52 is not engaged) and four wheel drive (when the clutch 52 is engaged). The transfer case 16 includes a high range, hydraulic, multi-plate clutch 54 and a low range, hydraulic, multi-plate clutch 56. These two clutches 54, 56 are used to control the ratio state (i.e. under-drive or 1:1 ratio) in the transfer case 16. When the low range clutch 56 is engaged, then the under-drive (i.e. low) ratio is output, and when the high range clutch 54 is engaged, then the 1:1 drive ratio is output.

Please replace paragraph [0023] on page 7 of the specification with the following amended paragraph:

Fig. 3 illustrates the clutch and band engagements that correspond to the various gear ratios available for the vehicle. Across the top row of the table is a list of the various clutches and bands, with the element number shown in Figs. 1 and 2 in parentheses. Along the left most ~~row~~ column is a list of the particular gear ratios. For the multi-plate clutches and the bands, a 1 indicates that the particular clutch/band is engaged for that corresponding gear ratio, while a 0 indicates that the particular clutch/band is not engaged. For the one-way clutches, a 1 indicates that the clutch is engaged for that corresponding gear ratio, while an OR indicates that the one-way clutch is over-running for that corresponding gear ratio. One will note that the TCL3 clutch which is the four wheel drive clutch 52 in the transfer case indicates a 1/0 for all of the gear ratios. This is because clutch 52 switches the transfer case between the two wheel drive mode (a clutch disengaged condition, which is a 0) and a four wheel drive mode (a clutch engaged condition, which is a 1). And, since the vehicle can operate in either two wheel drive or four wheel drive for all gear ratios, this clutch 52 can be in either mode.